

impacts of transportation activities elsewhere in the County and the region, such as air, noise, and water pollution, by maintaining as much land as possible within the study area and associated corridors in a predominantly rural, scenic, and open space character through the use of cost-effective, incentive-driven cooperative programs with area landowners (with highest priority given to farmers and ranchers), and assisting with appropriate protection and improvement of the area's roads and corridors to provide for their safe use and enjoyment by local and non-local users, consistent with continuing their rural and scenic character. The money allocated by this subparagraph shall be expended pursuant to a program developed and approved by the Board of Supervisors.

(b) At least seventy five percent (75%) of the money allocated pursuant to subparagraph (xvii)(a) shall be expended in any 10 year period for the purpose of funding long-term contractual open space stewardship, management, and enhancement agreements with willing landowners to actively maintain and improve one or more mutually determined and preferably conjunctive open space values of the property, including but not limited to farming, ranching, wildlife habitat and related biological values, oaks and oak woodlands, riparian corridors, watersheds, historic and cultural resources, viewsheds, and where mutually deemed appropriate, public access and recreation. Stewardship agreements shall cover a minimum of 320 acres and shall not include land owned in fee by a governmental agency or a tax-exempt non-profit organization qualified under Section 501(c)(3) of the United State Internal Revenue Code. A proposed stewardship agreement program may be developed by the Sloughhouse Resource Conservation District for consideration for approval by the Board of Supervisors. Compensation for landowners pursuant to stewardship agreements shall be established by mutual consent, including, but not limited to, consideration of the length and terms of the agreement, the public interest value of the resources or activities covered, and the labor, services, and investment expected of the landowner. Where relevant and appropriate, costs shall generally be less than or competitive with costs typically incurred by public agencies using public employees to perform similar functions.

(c) Up to twenty five percent (25%) of the money allocated pursuant to subparagraph (xvii)(a) over any 10 year period may be used for safety improvements on Scott Road, including improvements to minimize the need to close Scott Road because of flooding, that are consistent with its rural and scenic character, for assisting in the maintenance, rehabilitation and reuse of the historic bridges over the Cosumnes River, and for preserving, restoring and interpreting historic and cultural resources, particularly in the State Route 16 and Cosumnes River corridors and the Sloughhouse area.

(7) Two percent (2%) to the Transportation Water Quality Account, to be allocated by the State Water Resources Control Board for expenditure pursuant to Section 164.58 of the Streets and Highways Code.

(8)(A) Three percent (3%) to the Air Quality Account for allocation by the Air Resources Board to the Carl Moyer Memorial Air Quality Standards Attainment Program established under Chapter 9 (commencing with Section 44275) of Part 5 of Division 26 of the Health and Safety Code, and any other additional transfers as provided in subparagraph (B). Each air district (as defined in Section 39025 of the Health and Safety Code) shall be eligible for grants of not less than one hundred thousand dollars (\$100,000) per year. Any district with a population less than 150,000 shall not be required to provide matching funds.

(B) If the California Air Resources Board determines that money is no longer needed for the Carl Moyer Memorial Air Quality Standards Attainment Program, seventy-five percent (75%) of the money that would otherwise be deposited in the Air Quality Account

shall be transferred to the Bicycle Efficiency Account and twenty-five percent (25%) shall be transferred to the Pedestrian Account, to be used for the purposes of those accounts.

(9) Two percent (2%) to the Bicycle Efficiency Account, to be allocated by the Department of Transportation for bicycle projects pursuant to Section 894.5 of the Streets and Highways Code.

(10) One percent (1%) to the Pedestrian Account, to be allocated by the Department of Transportation for projects to facilitate pedestrian utilization and pedestrian safety projects pursuant to Section 894.5 of the Streets and Highways Code and to accommodate paratransit needs at school bus stops.

(11)(A) Four percent (4 %) to the Intercity and Commuter Rail Capital and Operations Account, to be allocated by the California Transportation Commission to the Department of Transportation and to public agencies operating commuter rail services, to be used for the operation of intercity and commuter rail service, to acquire rolling stock, to rehabilitate rail service, to construct new rail lines and stations, consolidate existing rail lines, and to improve existing lines to benefit passenger rail service.

(B) Forty percent (40%) of the money allocated by subparagraph (A) shall be allocated to commuter rail, to provide improved service that generally parallels congested segments of freeway corridors. Sixty percent (60%) of the money allocated by subparagraph (A) shall be allocated to intercity rail, with highest priority given to service that generally parallels congested freeway corridors. The calculation required by this paragraph shall be made after the expenditures required by subparagraph (C) have been made.

(C) (i) Notwithstanding the requirements of subparagraph (B), first priority for the expenditure of the money allocated pursuant to this paragraph (11) shall be an allocation of fifteen million dollars (\$15,000,000) per year during the 2003-2004 to 2010-2011, inclusive, fiscal years to the Department of Transportation, for the following project to reduce traffic congestion on the Interstate 10 and other highway corridors, and to improve highway and rail passenger safety. The project shall include capital outlay for intercity passenger rail service from Los Angeles via Fullerton and Colton, to Palm Springs and Indio, including the following components: two trainsets each consisting of at least five cars and one locomotive; track and signal improvements to facilitate passenger rail trains serving Palm Springs through Indio; one passenger rail station at Ramon Road in the mid-Valley section of the Coachella Valley; one passenger rail station near Jackson Street in the east Valley section of the Coachella Valley in Indio; and improvements to the rail passenger station currently located in Palm Springs. Passenger rail stations shall include platforms, passenger stations, any necessary parking and tunnels, and other station amenities. First priority for expenditure shall be the development of passenger rail stations for this service. The city or Indian reservation within which each station is located may elect to manage the design and construction of these stations, subject to the design and financial approval of the Department of Transportation.

(ii) The Department of Transportation shall contract with a national rail passenger service provider to operate this intercity service and shall seek support for the operation of this service from all federal funding sources, including, but not limited to, the United States Department of Transportation.

(12)(A) Two percent (2%) to the Rural Transportation Account, to be allocated by the Controller directly to transit operators in counties with a population of less than 250,000 as follows: Fifty percent (50%) in the manner as provided for allocation of State Transit Assistance funds pursuant to Sections 99314 and 99314.3 of the Public Utilities Code, except that money shall be allocated directly to transit operators by the Controller, and fifty percent (50%) to transportation planning agencies for allocation to transit operators in the same manner as provided for allocation of State Transit Assistance funds pursuant to Section 99313 of the